Det. Bel Isle & Windsor Ferry Co. 63

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. XI. NO. 6. CLEVELAND, O., FEBRUARY 7, 1889. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND, OHIO.

Mr. Webster, formerly engineer of the Progress, has been appointed chief engineer of the propeller George T Hope.

Mr. Albert Osburn, North Dover, was in the city last Saturday on a visit. He will sail in the Wiley M. Egan, this season.

The new Northern line steamer North Star will be launched from the yards of the Globe Iron Works Co. Tuesday, 12th inst.

Mr. John Smith, late engineer of the Hope, has been appointed chief engineer of the propeller Northern Queen of the Northern Line.

Captain John Hennings, of East Saginaw, Mich., has placed the W. L. Peck for the season, with the Prestott lumber company, to carry lumber from Tawas to this city. Terms not known.

The new three-story brick building attached to the already extensive structures of the Globe Iron Works Co. is now completed and the first engine is being put together. There is ample space for four engines to be erected at the same time.

The boiler pan for the Bradley & Grover boat building at Radcliffe's yard was completed to day. The Cleveland Shipbuilding Co. have also shipped two of Tyler's feed water purifiers to Chicago to-day, and will have two others finished this week.

Captain A. L. Fitch, of the firm of R. H. Fleming & Co., vesell agents, and freight contractors, Chicago, Ill., was in the city last week on business. We note that the members of this enterprising firm are making considerable ripple in marine circles this year.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Captain D. A. McLachlin, for cleaning varnish and painted articles without injury to the polish. Price 40c per gallon. Address the Captain at No. 633 Trumbull ave., Detroit, Mich.

Captain Jones, of the Wilson line propeller Spokane, says that the Providence windlass placed aboard his vessel by the American Ship Windlass Co., is the finest, strongest, and best working windlass that he has ever been shipmates with, and that he finds no trouble in getting 75 fathoms of chain and his anchor to the hawse in 20 minutes.

Captain C. A. Richardson, Alpena, Mich., the well known tug owner, and master, was in the city last Saturday on his annual visit. He has been along the shores of Lake Ontario, and stopped off here for a day, on his way to Chicago. We were pleased to find the captain enjoying his usual robust health, and sociable qualities, characteristics by which he is well known to a large circle of marine men. Captain Richardson's rudder holder is one of the best appliances known to marine men.

The following is a list of the Cleveland yacht fleet: Above 35 feet waterline—Peerless, steam; Winifred, steam; Wasp, and a new boat building for Judge Longworth, of Trenton, Mich. The judge is a resident of Cincinnati, but will keep his boat in Cleveland. Between 30 and 35 feet—Susie, Silvia, Camilla. Between 10 and 25 feet—Ida, Rover, Henry Gerlach's new boat, G. Parish's new boat, Wright & Overbek's new boat. Between 20 and 25 feet—Eole, Petrel, W. Sly's new boat. Below 20 feet waterline—Unique, Lady Ida, C. W. Kelly's new boat, Lyman Bro.'s new boat, Growler.

The Globe Iron Works Co. have taken a contract to build a new steel propeller, dimensions 276 feet 6 inches over all, 252 feet keel, 38 feet beam, and 23 feet moulded depth, for Ira H. Owen, of Chicago. This steamer is to be a duplicate of the steamer Ira H. Owen, launched by the Globe Iron Works Co. in July, 1887, and is to be completed by the first of August. In conversation Ira H. Owen was heard to remark that he wanted no better boat in point of speed and economy than the Ira H. Owen has proved herself to be, and it is safe to say that he will be entirely satisfied with her duplicate.

The tow barge, Helena, went out of dry dock Tuesday, after receiving a thorough caulking.

The steam barge Sparta will dock next for repairs etc., due notice of which will be given in our next issue.

Work on the new Johnson boat, building by the Cleveland Dry Dock Company, was entirely suspended yesterday, on account of the cold.

William Keith, an old sailor man and rigger, formerly in the employ of Upson, Walton & Co., died last night at the hospital. He had no relatives or friends in the city.

The firm of Bassett, Presley, & Train report their manufactured iron business fairly brisk, and are figuring closely on new contracts, particulars of which we hope to be in a position to print in our next issue.

Two coils of steel wire rope valued at $496 was recently imported here by the firm of Upson, Walton & Co., the duty on which amounted to $250. It is to be hoped that so large a protective duty will soon foster and encourage a similar industry here.

Messrs. Upson, Walton & Co., shipchandlers, are as busy as they can possibly be, and will send the outfits for two new steamers to Detroit for the vessels building at Wyandotte by the Detroit Dry Dock Co. They will also fit out the boat building for Pennington and others at Craig's ship yard, Trenton, Mich.

John O'Donnell, formerly engineer of the steamer W. L. Wetmore, was injured by an iron plate falling on him yesterday, at the yards of the Cleveland ship building company. It is gratifying to learn however that the injury received is not serious, and we hope to see him around again in two or three weeks.

Work at the Cleveland Shipbuilding Co.'s yards is progressing steadily, large gangs of men being kept regularly at work on the two steel boats building for the Cleveland Iron Mining Co., and their machinery, etc., will be all ready as soon as the hulls are completed. Two boilers measuring 11 feet 6 inches by 14 feet in length, and all the machinery, was forwarded to Quayle's Sons' shipyard for the new wooden boat now being built there.

Meteorological summary for the week ending February 5, 1889:

Mean barometer	29.88
Mean temperature	26 9
Mean humidity	79.0
Total precipitation	.29
Prevailing direction of wind	West
Total wind movement, miles	2094
Average cloudiness	10 0
Average state of weather	Cl'dy
Max. temperature, (highest)	36 8
Min. temperature, (lowes)	12.0

W. H. HARMON, Sergeant Signal Corps.

Willie Humphrey, son of Captain W. H. Humphrey, died this week. Willie was sixteen years old and one of the brightest boys that parents ever had. He gave promise of becoming a man of wisdom and business qualifications such as his father is noted for. It was understood that Willie Humphrey, the deceased, was a protege of R. R. Rhodes and that Mr. Rhodes took great interest in his career. Deep gloom settled upon the stricken family, and Master Willie was consigned to the tomb on Tuesday. The funeral was largely attended, and among the closest male relatives who attended we find Mr. Sturtevant president of the Marine Engineers' Beneficial Association.

EAST SAGINAW, MICH.

The steambarge William Cowie is receiving a thorough overhauling, and extensive repairs, including new frames, ceiling, all new decks, rails, windlass bitts, hog posts, and new bed for engine, etc.

The John Warner it having new spars, a new suit of canvas, and a general overhauling.

ALPENA, WICH.

The S H. Lathrop is undergoing extensive repairs, receiving new ceiling, several strakes outside planking, new decks, stanchions, covering board, building solid to the rails, and a thorough calking. The Garden City is receiving all necessary repairs, and having her boilers overhauled,

CHICAGO, ILL.

Special to the Marine Record.

I send you the following: schooner John T. Johnson is having a set of steel arches put in by Donaldson Brothers, 18 by ¾ inches thick, and 5 ⅞ bolts to each frame. She will have a new rudder, caulking, and all other necessary repairs; putting her in A1 condict on at a cost of $2,500. She will be commanded by Captain John Mulvaney, who commanded her last season.

The steamer May Durr has been bought to tow the John on and one other. She has been put in A1 order. In Buffalo she had a new oscylinder put on by H. G. Trout, of Buffalo, engine all thoroughly lined, and everything put in first class order. This boat is one year old this coming spring. She is A1 with a sar, and valued at $55,000 by the Inland Lloyds, and will be commanded as follows: Captain G. W. Flood master; Anthony La Fure chief engineer; Andrew Olsen mate; William H. Flood second mate. These boats are owned by the John Spry lumber company and G. W. Flood; Spry owning four fifths and G. W. Flood one fifth of each. Their carrying capacity is 66,000 bushels of grain, 13,500 feet of lumber, 1,800 tons of iron ore, taking down freights and bringing back lumber for the John Spry lumber company.

Captain Richard Cuson ship's husband for the Whitney fleet, was in the city last week on business with the boats.

Captain Albert Stewart, vessel owner of Detroit, and Mrs. Stewart, stopped off here to visit friends, while on their way to Ground Island, Nebraska. Mr. Stewart's pleasure visit west, will probably occupy about thirty days.

Judge Blodgett decided the admiralty case of Alfred Miller et al., owners of the schooner Two Fannies, against the propeller Tecumseh, a Canadian boat owned by the firm of McArthurs. The propeller in 1884 ran into the schooner, which was lying at a dock in the river St. Clair, while a heavy gale was prevailing. The master of the propeller paid $300 in settlement of the damages, which was accepted. The owners of the schooner afterward filed this libel for $300 for demurrage. The court held that the payment of the damages was understood to be in full of all claims, that being the custom in such cases. The libel was therefore dismissed with costs.

The fourteenth annual ball of the Marine engineer's association held at Brand's hall Wednesday evening, January 30th, was a great success, and was very largely attended. The grand march was indeed grand in proportions as well as in the general make up of those taking part in it. Nevan's orchestra discoursed some splendid music, and a quartette sang some excellent songs at intervals between the dances. F. W. Whitehouse, chief of the floor committee, with his assistants, William N. Eddy and George T. Galavan and others kept things moving very lively, and did their very best to see that every one had partners for the various dances. All present including your correspondent spent a very happy time, and hope that we may all meet again next year.

The Chicago Dry Dock Co., are calking the top sides and giving a general overhauling to the barge Annie Sherwood. They are also doing some repairs on the propeller Escanaba, and schooner James Mowatt.

The schooner Nicholson, has been loaded with corn, and the schooner R. B. Hayes partly loaded.

The barge John J. Johnson, will have steel arches placed in her, at Miller Bro's., ship yard.

The tugs Morford and Green, towed the Anchor line steamer Wissahickon to an elevator to load corn on Monday, and the steamer Lehigh on Tuesday.

The Escanaba and Lake Michigan transportation company have made the following appointments to their steamers: Escanaba, captain, George E. Merritt; chief engineer, P. J. Navaugh. Argonaut, captain, Wm. Chamberlain, chief engineer, Mr. Tilden. Rhoda Emily, captain, J. W. Brion, chief engineer, W. J. Burns.

The Owen Line appointments: Steamship Ira H. Owen, captain, J. Q. Owen; chief engineer, Charles B. Calder assistant engineer, Eli B. Barry. A sister steel steamship to the Ira H. Owen, is being built by the Cleveland Globe Iron Works Co., to be ready by August next.

The Delta transportation company's appointments are as follows: steamer Soo City, captain, Byron Armstrong, chief engineer, T. J. Rees, clerk, F. J. Carlin. Steamer Minnie R, captain, J. B. Mondor, chief engineer, A. B. LaFranier, clerk, F. M. Hubberd, steward, Wm. Baker.

Ira H. Owen went to Cleveland last Thursday, and was in Detroit Tuesday, attending the annual meeting of the Escanaba and Lake Michigan transportation company.

W. Bullard, manager of the Union steamboat company, was in the city Tuesday.

The barge E. T. Judd of the Marinette Barge line, has received new stanchions, covering board and rail, and four strakes of outside plank, under the superintendence of Captain J. C Perrett.

We are pleased to learn that Captain Thos. Chron will, the coming season, again command the steamer J. C. Perrett, with John Murphy as chief engineer.

C. H. Hackley, lumber merchant, and Captain Seth Lee, of Muskegon, were in this city last week.

Captain Wm. Johnson is giving his schooner Clara new decks, plank shears, stanchions, rail, chocks, pawl posts, tow posts, timber heads and partners her beams and frames and her plank inside and out are in splendid condition, and when repairs are completed she will be as good as new again.

It is with feelings of deepest regret that we record the death of M. T. Maher, aged 38 years, which took place at his residence, 1524 Milwaukee avenue, early Tuesday morning, February 5th, after several months of severe suffering from lung disease, which was borne with great fortitude. He was formerly for several years chief engineer of the propeller Coffinberry, and was always very enterprising and energetic, and a very useful member of society. He leaves a widow and four sons and very many friends to mourn his loss. He was a member of the Chicago No. 2, Lake Marine Brotherhood, of which he was one of the founders, and the members of the Brotherhood will attend his funeral, which will be provided for by the Masonic society, of which the deceased was a member. He will be buried at Graceland cemetery.

A very fine painting of Miller Brothers splendid sloop yacht Minnie M., by Chris. Poulsen, artist, is on view at Miller Brothers' office, at H. Channon Co.'s ship chandlery. The picture was taken last summer, when the Minnie M. was racing with the cutter Verve and Captain John Prindiville, who was sailing her, looks very life like at the wheel.

WILLIAMS.

BUFFALO, N. Y.

One of the first important business changes of the present year is the dissolution of the firm of Felthousen & Russel, manufacturers of wrought iron ranges, signal lamps, etc, at numbers 139 and 141 Main street. The business will be continued by Messrs. A. J. Russel and Hiram M. Watson, under the firm name of Russel & Watson. Mr. Russel is the son of William C. Russel of the dissolved firm, and for the past eight years has been engaged in the hardware business with Walbridge & Co. Mr. Watson is a son of the the late S. L. Watson, for years one of the most prominent figures on the docks. Both young men are well known in the community, and bring to their new calling the resources of a practical business training and all those other qualities which usually lead on to a brilliant success.

General-Manager Bullard of the Union Steamboat Comyany, who is contemplating a trip to California, has, it is learned, arranged his appointments of masters for the coming season as follows: steamship Chemung, Captain Samuel Shannon; steamship Owego, Captain Walter Robinson; Steamship Tioga, Captain John Byrne; steamship H. J. Jewett, Captain A. A. Phelps; propeller Rochester, Captain William Fletcher; propeller New York, Captain Stephen Lyons; propeller Avon; Captain David Bordeaux; propeller Portage, Captain William Garden; propeller Nyack, Captain Robert Rhynas.

Captain William Thorne, who last season was on the Rochester and had been in the Union line for many years, intends to retire from sailing, it is understood. Captain Gardner formerly in the Anchor Line, is the new master. Last year Captain Fletcher was on the New York, Captain Lyons on the Avon, and Caytain Bordeaux on the Portage. These are the only changes.

Engineers have also been named for the steamers, the list being practically the same as last season.

At the meeting of the Firemen's Benevolent Association the following officers were chosen for the ensuing year; president, James S. Murphey; vice president, Thomas E. Emerson; treasurer, Charles A. Butman; attorney, James C. Fullerton.

The approach of spring is indicated by the announcement of the selection of masters for vessels. One Buffalo fleet is already provided for. Captain Wilson McGregor, who sailed the propeller C. J. Kershaw last season, will sail the propeller W. H. Barnum; Captain Duncan Bulie, who was in the Keystone last season, will sail the T. W. Palmer; the schooner David Vance, consort of the Palmer will be sailed by Captain Holdridge, who was in McDougall's barge 101 last season; Captain William Southerland will sail the propeller Araxes, Captain Victor Bonnah, jr., the L. W. Drake, and Captain George R. Bonnah the American Giant.

Captain David Vance of Milwaukee, was in Buffalo on Tuesday, on his way to Europe. He is the general agent of the Commercial union, and it is suspected that he will look for a second company on the other side. From hints let fall by him it is believed that he has virtually sold the propeller M. M. Drake, which was thrown on his company by Captain Green.

It is reported that Hingston & Woods have taken the contract to dredge out a channel 200 feet wide and 18 feet deep, near Strawberry Island and also to improve the Emerald channel at the mouth of the lake by the removal of rock.

Thomas Lester and others of St. Clair, have bought the barges Katie Brainard and Minnie E. Orton, and J. A. Ward and M. P. Lester have bought the Dayton. The barges Troy and W. A. Young of the Toledo & Saginaw transportation company are as yet unsold.

The American Steel Barge Company, appears not to be a local concern except that it seems to be the intention of some of the incorporators to make this a port of hail for the vessels. The name of Alexander McDougall, of Duluth, among the incorporators gives some clew to the movement. His cigar-shaped barge was the wonder and to some extent the derision of marine men, yet he has always believed in the utility of his invention and has it patented. The present move appears to have been to enlist capitalists in the scheme and build a fleet of similar boats. The document on file at the county clerk's office was received by mail from New York and nobody connected with the enterprise appears to have been here. The name of McDougall is the only one known to the marine men here. It is learned at the county clerk's office that Colgate Hoyt, whose name heads the list of incorporators, is a prominent man in New York.

(*Continued on 5th Page.*)

MARITIME LAW.

SALVAGE—STEAMER—LOSS OF MOTIVE POWER—DANGEROUS POSITION—TOWAGE BY ANOTHER STEAMER.

STEAMSHIP SAMANA CO. V. STEAMSHIP ERIN. *U. S. District Court, Eastern District of New York.*

The steamship Erin lost the key of her propeller when about 50 miles north of the east end of the island of Cuba. She was thus deprived of motive power, and though the weather was fair, and she was in the track of ships, she was in a current which sets toward the rocky coast, and was unable by her sails, to stem it. She thereupon set a signal of distress, which was perceived by the steamship Samana, which thereupon came to her assistance and took her in tow, after the masters of the two vessels, had entered into an agreement thst the compensation for the service should be left to the agents of the vessels at New York or Boston. The Samana thereafter towed the Erin safely to the latter's port of destination, a distance of 240 miles. The Erin and her stores were worth $26,000; the Samana was worth $50 000. The owners of the Erin offered $1,000 for the service. Held, that $4,000 was a proper salvage award.

BENEDICT, J.

This is an action for salvage. The circumstances are as follows: On the 5th day of July, 1888, the steamship Erin, bound on a voyage from Baltimore to Port Antonio, Jamaica, when abont 50 miles north of Cape Maysi, which is the eastern end of the Island of Cuba, at half past seven in the morning, lost the key of her propeller, and was thus deprived of motive power. The weather at the time was fine, sea smooth, and the wind very light from eastwardly. The current at that point sets to the S. S. W. at the rate of two and a half knots an hour towards the coast of Cuba, which, according to the testimony, is a rocky coast, offering no anchorage, and with which the captain of the Erin was unfamiliar. The steamer was schooner-rigged, able to spread but little canvas, and, owing to the light breeze and insufficient sail power, she could make no progress. A signal of distress was displayed, which a few hours later, was observed by the steamship Samana, also bound to Port Antonio. The Samana thereupon altered her course about a point to the westward, bore down to the Erin and hove to, close by. The captain of the Samana launched a boat and went on board the Erin, and there the following agreement was made between the two masters:

"This is an agreement between the captain and representative of the British steamer Erin, of Glasgow, fallen in with disabled (with signals of distress), in about latitude 21 20 N., longitude 74 15 west, by British steamer Samana, of Liverpool, to tow said disabled steamer Erin to Port Antonio, Jamaica. We, the representatives of the above mentioned steamers and their charterers agree to leave the amount to be paid for towing the above mentioned disabled steamer Erin to Port Antonio, Jamaica, to the agents of the above mentioned steamers or their legal representatives, either in New York or Boston".

Thereafter a three and a half inch steel hawser was passed from the Erin to the Samana, and at about noon the Samana proceeded on her course to Port Antonio, with the Erin tow. During the night a heavy sea arose, and both vessels rolled considerably, the Erin steering very badly. This continued during the next day, and about half past two in the afternoon the steel hawser parted about midway between the two vessels. The Samana then steamed around the Erin, endeavoring to pass her a line, but, owing to the heavy sea running, was unable to do so, and finally a boat was launched from the Erin, and a new 8 inch manila hawser belonging to the Samana was made fast on board the Erin, and the vessels once more proceeded towards Port Antonio, where they arrived about 8 o'clock in the evening of the same day. The Erin had been towed a distance of about 540 miles by the Samana, whereby her arrival at her destination was delayed one day.

Port Baracoa was sixty miles from the place where the Erin was taken in tow, Guantanamo was one hundred and forty-seven milef, and Santiago, where there was a dock, was one hundred and eighty-seven miles away. These ports were passed on the way to Port Antonio, no doubt because the master of the Samana was anxious to reach Port Antonio as soon as possible, where a cargo of fruit was awaiting his arrival. No damage was sustained by the Samana in the performance of this service. The value of the Erin with her stores was $26,000. She was light and had no passengers. The Samana was a new ship, worth $50,000. The claimant offers the sum of $1,000; this the owners of the Samana deem insufficient compensation for the services rendered. That a salvage service was performed by the Samana cannot be denied. The Erin was helpless, at a point less than a hundred miles north-east of a dangerous coast toward which she was driving at the rate of thirty or forty miles a day. If not fallen in with by some vessel, her destruction was extremely probable; but her chance of being fallen in with by other vessels was great, for she was in the channel where many steamships pass. This circumstance, while it goes to decrease the peril, does not destroy it. The Erin was in a position of peril and was rescued therefrom by the voluntary exertions of the Samana.

It has been contended on the part of the claimants that the agreement signed by the masters makes the case one of simple towage. I do not so understand the agreement. The service expected of the Samona was of course a towing service, but the towing was to be rendered under circumstances which rendered the service salvage, and the Samana is entitled to a salvage reward. In support of the offer made by the Erin, I have been referred to a calculation of the percentages that have been allowed by various courts in cases of salvage service more or less similar to those rendered in the present case, and it has been contended that a similar percentage upon the value of the Erin would not amount to more than the thousand dollars offered by the Erin. But no fixed rule for determining the amount of salvage awards can be based on a comparison of percentages. Where the value is large, the percentage may for tbat reason be less. Where the value saved is small, the percentage must be higher in order to give adequate reward. In this case the assistance required was willingly and promptly furnished; it was sufficient, but it was an easy service. Most of the actual labor performed was performed by the crew of the Erin. The Samana did not deviate from her voyage, although it would have been to the interest of the Erin to have been taken to Baracoa or Santiago, because there was a dry dock.

Taking all the circumstances of this case into consideration, I am of the opinion tha an award of $4,000 would be just.

October 15, 1388.

A GREAT SHIPBUILDER.

Sir William Pearce, whose death is announced, was the son of an admiralty official, was born in 1835, and was educated as a naval architect and engineer at Chatham. His career has been coincident with the development of ocean steam navigation and iron shipbuilding. After serving as manager of the ship-building yards of Messrs. Robert Napier & Sons, of Glasgow, he entered the famous firm of John Elder & Co. as one of the original partners when it was established in 1870, and in 1878 he became the sole partner in that firm which is now known as the Fairfield Shipbuilding Company. At times the firm has employed upwards of 6,000 men.

Mr. Pearce was selected by the admiralty in 1861 to conduct the building in Chatham dock yard of the first iron vessel constructed in the royal yards, the Achilles. In 1878 he inaugerated the present era of swift Atlantic liners by building the Arizona; and this was followed by the Alaska, both of which vessels he still owned. He subsequently designed and built the Oregon, Etruria, and Umbria. The two ships last named have made the quickest passage across the Atlantic on record; the Umbria having made the eastward passage in six days, two hours and sixty five minutes, in November, 1888, and the Etruria the western passage in in six days, one hour and fifty minutes, in September, 1888. Mr. Pierce also designed and built vessels which reach New Zealand in thirty six days, and Australia in twenty-eight days; and within the past two years he opened a route to the east over exclusively British territory by means of three of his own vessels, which sail from Vancouver, the terminus of the Canadian Pacific railway. During the Egyptian campaign, when the British army was in distress in the Soudan, Mr. Pearce built in twenty-one days no fewer than twelve steam vessels, and landed them at Suez thirty-five days after signing the contract. Lord Hartington, as War Minister, wrote him a special letter of thanks for his remarkable feat, which prevented much suffering and loss of life.—*Philadelphia Telegram.*

The largest coal dock in America will be built at once at West Superior, Minn., by the Eastern Railway Co. It will be 2,000 feet long and 800 wide, with a central vessel slip 2.000 feet long and 100 feet wide, giving 8,700 feet of dock frontage for unloading cars. Tracks will run all through the structure, which will have a storage capacity of 1,500,000 tons of coal.

OF ALL the tales of disaster at sea this winter, not one gives such a vivid picture of the sufferings of seamen as the narrative of the loss of the Storm Queen, belonging to the Tyne. The steamer was returning from the Black Sea with a cargo of grain, and had reached the dreaded Bay of Biscay, when, as if in wrathful scorn of the name she bore, a terrific storm burst upon her. The ship was swept from stem to stern, the fires were drowned out, and the vessel was rendered unmanageable. Then it was that the captain, Mr Jaques, a young and gallant officer, told his crew to save thmselves. "Keep a good heart, my lads," he cried, "and you'll be saved; keep steady." Those who followed his directions were saved, but when last seen the captain was standing on the bridge, true to his trust. "Work like mad, boys," were his last words; "I shan't leave you; I'll be the last man to leave." This is his epitaph, and a brave man needs no other.

All old subscribers are kindly invited to remit arrearages, and readers not subscribers will be made welcome to our list.

Notice to Vessel Owners.

I HAVE CUSTOMERS FOR several barges, both steam and tow, and would be pleased to hear from each and every owner having vessels for sale, giving name, capacity, draught of water, light and loaded. If steam, condition and age of boiler, size of engine, etc. Correspondence solicited direct from owner, as I will not divide commission. Address,

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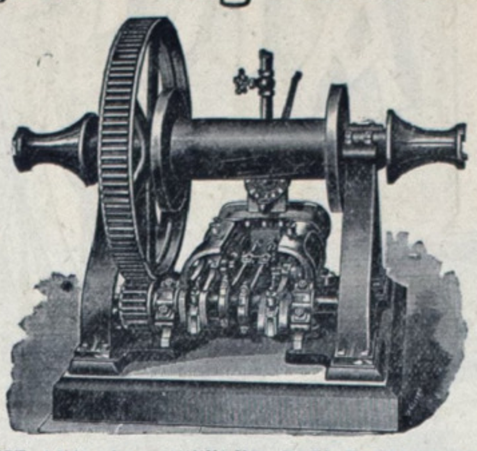
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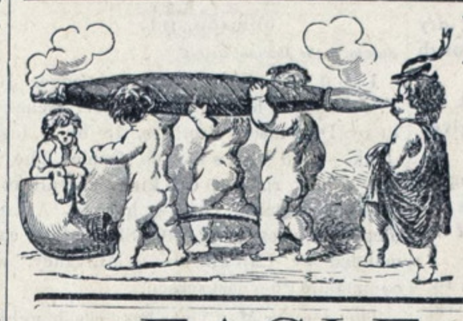
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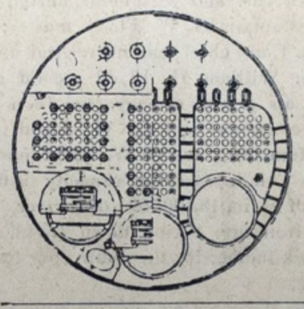
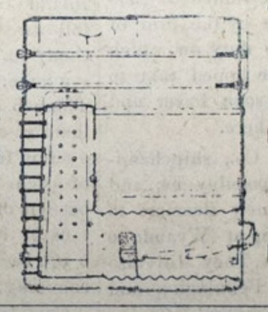
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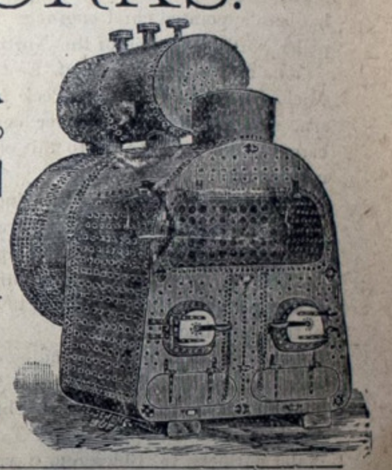

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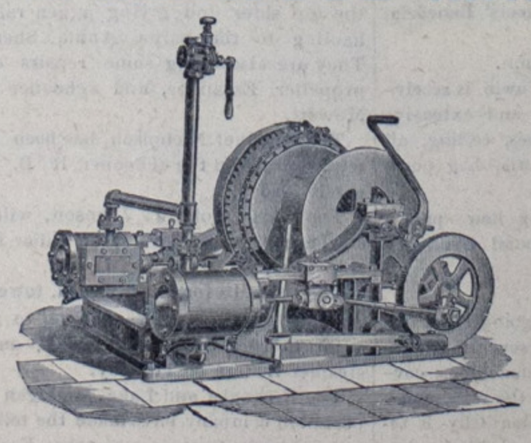
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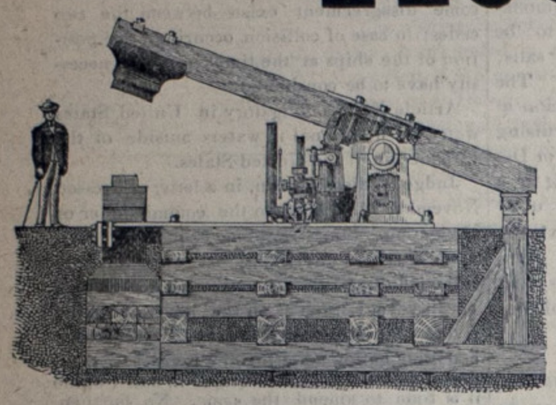

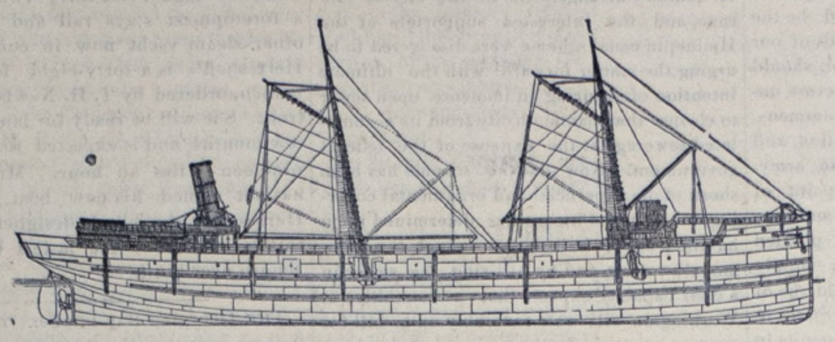

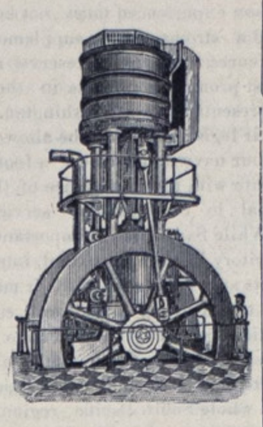

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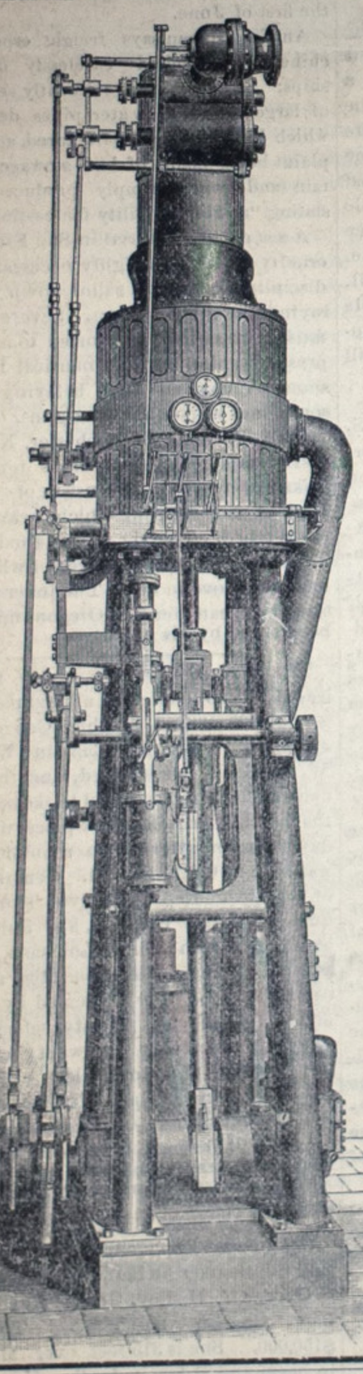

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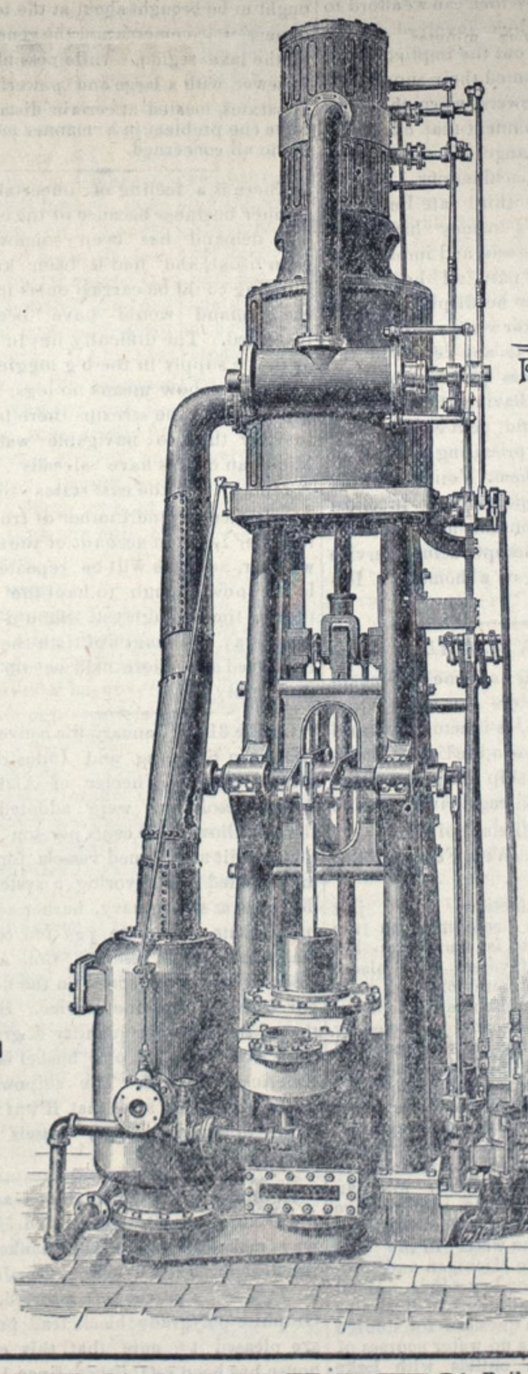

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MARINE RECORD—OFFICIAL PAPER.

SAMOA.

The Samoa difficulty has, no doubt, turned the attention of our Congressmen to the fact that we are almost at the mercy of a third rate naval power, and the consequence must necessarily follow that we may look for a more energetic support of the floating interests, both naval and mercantile.

The first question presenting itself to the mind of the nation is what strength can we bring to bear in coping successfully with our opponent in the event of diplomatic negotiations proving futile, and the unprepared state of our resources must perforce meet this inquiry. The next query would be, if a tolerable navy was at hand are there men practiced in the art of naval warfare, in sufficient numbers to handle and manoeuver these large floating bodies. This question would certainly require to be answered in the negative. With such a showing as the above it will not be surprising to hear that new life has been initiated into the mysterious depths of the naval administration, and a more dilligent and effective spirit be witnessed in the affairs, legislative and practical, concerning the nation's safeguard, viz.: an efficient and thoroughly equipped navy. Citizens in general may look toward the naval academy at Annapolis, expecting that the flower of the future American navy is being cultivated there, and will, by the time our ships are built, be ready to blossom out in all the full-fledged majesty of naval constructors, instructors, and officers, yet the fact must be admitted that all those who are qualified to enter do not make a success of their intended or adopted profession. From reports recently to hand we find that no less than twenty-five cadets of the naval academy were found unsatisfactory in their studies during the semi-annual examination, just closed, and it is further stated that a number of them will either resign voluntarily or be compelled to resign, a situation, by the way, which has no choice of alternative, and which argues ill for the supply of qualified officers required in the event of complications arising with Germany on the Samoan question. Already it has been suggested by an excellent authority and thrown broadcast over the world that the United States have no war ships fit to cope with the German fleet, and that if Germany so desired she could easily blockade and shell our principal cities on the seacoast, a righteous conclusion we are sorry to say, however inglorious it may be. Yet a conclusion that this country must not be permitted to allow for a single moment longer than is absolutely necessary our building and maintaining a navy fit to uphold the dignity and protect the rights of American citizens whether located in Samoa or the Hebrides.

Although the present difficulty has been the cause of considerable friction, yet we are of the opinion that nothing more than a newspaper war and a nine day's wonder, will end the strong feeling aroused, and explanations, misunderstanding and disavowals will assist diplomacy in patching up the quarrel. Yet the lesson experienced must not be lost sight of, and a strong navy, supplemented by coast defences, and a naval reserve should be the most prominent subjects in the minds of our representatives at Washington. Nor should their legislative efforts be allowed to cease until our navy is placed on a footing commensurate with the importance of the nation, and equal to its auxiliary service—the army.

While Samoa is unimportant in point of territory in so far as extent, imports, and exports are concerned, still it may be pointed out that a strong naval and coaling supply station located at Pango-Pango would be of inestimable benefit to the United States in protecting trade and commercial pursuits in the whole South Pacific region, and for this reason alone the Pacific coast papers have been loud in their protestation of American rights, etc. The importance of an efficient navy is more directly a national question, and not a sectional one by any means; for future trouble may occur at other points, involving the commerce and prosperity of the entire union, and at the time that war was actually declared, it would then be too late to design, build, and equip a navy to protect our shores from an invader of our commerce by the depredations of an enemy. The performance of the rebel war ship Alabama, which inflicted such disastrous and far reaching injuries to our ocean commerce, ought to have induced congress to guard against such possible outrages in the future; instead of which we have gone calmly along trusting to the good will of all other maritime powers, blindly ignoring the fact that a navy was required to assist in protecting the most important coast line of the world.

The brilliant career destined for the United States will never materialize until the nation's twin safeguards, the army and navy, are made at least equivaleut to those of other leading countries. Then and only then can we afford to dictate to opponents when involved in unpleasantness, and wipe out the implied taunt, that Americans had vaunted their superiority over other maritime powers, when the facts were humiliatingly prominent that our rights and privileges were in danger of being wrested from our grasp by the machinations, and diplomatic treachery of a third rate European power. If the nation's money has been squandered on useless vessels, and implements of naval warfare in the past, all the greater reason now for wisdom to be displayed in the future, and as the new war vessels are said to be equal, if not superior to any vessels in the world, the experience has perhaps not been too dearly paid for, and having the vessels at command, congress should next consider the most available means of procuring a supply of trained men to handle them. Voting liberally the sinews of war in support of any practical method by which ten thousand men could be held in readiness to accept actual service when called upon either on a home or a foreign station.

HENNEPIN CANAL.

The Hennepin Canal scheme is again placed before our legislators this time with a sugar coated appearance, as it actually is said to grant certain priviliges to the United States in the construction of a ship canal from the south branch of the Chicago river, to the Desplaines, Illinois, or Mississippi river.

KENOSHA, WIS., February 4.

Editor of Marine Record.

I read with satisfaction your just and wise remarks in reference to the Cleveland docks. It is not fate but neglect on the part of voters that places municipal affairs at the mercy of weak men. But the object of this communication is to invite your attention to the canal projected by the men of Chicago to have its course and flow from Lake Michigan to a connection with the Illinois river. As a cover the name of the proposed work has with the last year been changed to signify an outlet for drainage. It is nevertheless intended to be a waterway of sufficient width and depth for steamboat navigation and with a current of four miles an hour, it must necessarily reduce the average level of Lake Michigan. Its effect would be to reduce the depth of the water in the harbors bordering upon Lake Michigan and probably those bordering upon Lake Erie. What its effect upon the flow and depth of the water of the Detroit river is a question for studied consideration. There are no water courses of any magnitude that have outlets with Lake Michigan. A year ago this winter I addressed a commnnication to the river and harbor committee at Washington, upon this subject, and advised the presentation of the question to the officers of the Smithsonian Institute, etc., before taking final action, and I conclude they did so. I may stand isolated and alone in what relates to my views upon that question, but nevertheless if such is the fact, I should still feel constrained to adhere to my convictions. I have taken the liberty to call your attention to the question presented for the reason that you are an important factor and representative in all that relates to the maritime affairs of the lakes. Inviting your indulgence for the liberty I have taken in addressing to you this communication, I subscribe myself, very respectfully yours,

W. M.

This scheme has been before congress in various shapes, and in the form of a canal as an outlet for our superfluous products the measure seemed for a while to be entertained, especially when the argument was brought forward that large naval vessels would find a navigable waterway from the ocean to our inland seas and vice versa, however, in the course of committee proceedings the fact became apparent that the chief desire of the petitioners was to have Congress vote an enormous sum of money expressly to secure better sanitary arrangements for the city of Chicago, and the interested supporters of the Hennepin canal scheme were discovered to be urging the matter forward with the ultimate intention of securing an immense open sewer to cleanse that mammoth city from its accumulated sewerage at the expense of the federal government. Now that the scheme has been shorn of its superficial and ornamental covering, the city of Chicago has determined upon having a sewer built large enough to accommodate vessels, and by utilizing the sewer in a dual capacity expect that a committee at Washington will vote favorably on a bill for appropriations in furtherance of their plans. The protests of the citizens inhabiting the country through which the proposed open sewer is expected to run are now coming forward fast and furious, and they will probably succeed in having the whole measure quashed again. Otherwise it will be in order for capital interested in the lake marine to take a strong stand against any legislation favoring a possible lowering of the lake level, and placing our present wharves, breakwaters, and harbors of refuge high and dry. Without entering into a discussion on the subject of the volume of water required to keep a large canal running three or four miles per hour, we can plainly see that if lowering the lake level and reclaiming land was the object required. Just such a measure as the above would be considered the best means to be used in accomplishing this end. On these grounds alone we consider it advisable to protest in the interests of lake commerce and navigation against any measures, however supported, tending to the diminishing of the already shoal channels, rendering the navigation of our larger bottoms more perilous than necessity requires. If the city of Chicago must have an absolute rearrangement of its sanitary affairs then it ought to be brought about at the least possible expense to commerce and the general interests of the lake region, while possibly a covered in sewer, with a large and powerful pumping apparatus, located at certain distances, might solve the problem in a manner more agreeable to all concerned.

There is a feeling of uncertainty in the lumber business because of the open winter. The demand has been somewhat larger than usual, and had it been known that building could be carried on as it has been the demand would have been greatly increased. The difficulty lies in the doubt as to the supply in the big logging districts west. No snow means no logs, for if they can be got to the streams there is no freshet to carry them to navigable waters. Some Michigan camps have already broken up. A report from the east states that there is an advance in pine lumber of from 50 cents to $1 per 1,000 on account of the unfavorable weather, and this will be repeated if there is not snow enough to haul the logs. But there is time enough yet. Should the present snow stay any length of time the logs can be moved and there will be no shortage in the supply

---

ON the 31st of January the convention of the American Shipping and Industrial League elected Joseph Wheeler of Alabama president. Resolutions were adopted indorsing the bill allowing 30 cents per ton for United States built and owned vessels for each 1,000 miles sailed and favoring a system of coast defenses, a strong navy, harbor and river improvements, adequate pay for carrying the mails and a naval reserve. Col. A. G. Dickinson of New York spoke on the decadence of our merchant marine service. He declared that of the immense quantity of grain shipped from New York not one bushel is carried in American bottoms. The shipowner was so handicapped, he said, that it was impossible to sail to any advantage, vessels under the American flag.

IN ORDER to know that things are right use the Dixon Graphite pencil No. 551, as it always makes its mark. Our thanks are due to the Joseph Dixon Crucible Co., Jersey City, N. J., for a parcel of assorted, American Graphite polygrade black lead pencils. We are pleased to note that this enterprising house has been established since 1827, and is now the most extensive work of the kind in the world, having been awarded 81 first premiums in different countries, and the only grand medal for progress in the manufacture of pencils at the Vienna exhibition in 1873. The firm also manufacture a graphite grease, for steam or gas pipe joints.

THE largest steam yacht now in construction at the Herreshoff manufacturing company's dock, at New York, is the Augusta. Her keel was laid in the new construction house a few days ago, but she will be ready for her owner, I. H. Elwood, of Chicago, in the early part of next June. She has been designed with a view to comfort more than for speed, but will plough the seas at the rate of fifteen miles an hour. She will be 130 feet long, 10 feet deep, with 17½ feet beam. She will have steel timbers of angle steel and will be planked with southern hard pine. She is not only intended to be a speedy but also a comfortable craft, and has been designed so as to carry a large supply of coal. The Augusta is to be a regular cruising yacht, and for this reason is to have unusually large cabin accommodations. The new steam yacht is to be schooner-rigged, and carry two head sails, a foretopmast stays sail and a jib. The other steam yacht now in construction at Herreshoff's is a forty-eight foot cruising launch, ordered by T. H. Newberry, of Detroit. She will be ready for launching in a few months, and is expected to make over nineteen miles an hour. Mr. Newberry has not named his new boat. Mr. John Herreshoff, the blind designer, says that this yacht will be the fastest boat of her length ever built.

THE Georgian Bay lumber trade has held its own pretty well. It shows little or no falling off. Last year the cut of lumber in the Georgian Bay district was in the neighborhood of 175,000,000 feet. Perhaps the past year it is not quite so much. The depression in the United States markets in the upper grades of lumber, caused by the accumulation of stocks there, has had the effect of keeping a large part of the cut still unmoved. The lower grades were firm, but Canada exports little of this class of lumber. The vessels engaged in this trade last year did a pretty good business. This season the trade has been a fairly profitable one for vessels. There has been, perhaps, not the same number engaged in the traffic in 1888 as heretofore. In former years the majority of the vessels in the trade was of a low class. These would seem to have been weeded out latterly, and those now in the business have a better rating. The rates paid on the lumber shipped were about equal to last year. The average rate would be about $1.87½ per 1,000 feet. They opened at $2, closed at $2.50, and the lowest rate paid, which was in midsummer, was $1.75 per 1,000 feet to Tonawanda and Bay City.

HAVING defeated her inveterate foe, the Alice Enright, the yacht City of the Straits now looks for other victories. There is a strong probability of a match race in the spring between the City and the White Wings, of Toronto, a yacht about the same size as the Detroit flyer, and is considered very speedy. It is also highly probable that the Lulu B, of Detroit, and the Alice Enright, of Toledo, will have a tussle. The Lulu made quite a showing last fall, when the City gave the Alice the terrible beating, and it was thought that with Captain McLeod at the helm, the Lulu will show her heels to the Toledo yacht.

THE LIGHT HOUSE APPROPRIATIONS.

An incident in the house of much importance to the shipping interests of Chicago and Lake Michigan was introduced by Congressman Adams, of Chicago, who moved to increase the appropriation for repairs and completion of light-houses from $300,000 to $400,000. He stated that the increase was one-half for oil houses to be built at the various light-houses, and the other $50,000 was for the ordinary current expenses. The oil-houses were needed on account of the change from lard oil to mineral oil, the latter being very dangerous and bulky, and it was not safe to keep it in the light house. The oil houses would be small brick structures, one-half sunk in the ground and isolated from the light house, and costing about $1,500. The house had already authorized some to be built last year, and one was needed for every large light house. Mr. Randall made the point of order that it was a new structure not authorized by existing law. Mr. Adams and Mr. Reed maintained that it was not a new structare within the meaning of the rule, but the point of order was sustained. Then Mr. Adams withdrew his amendment and offered one increasing the amount from $300,00 to $350,000, leaving the oil houses out. This gave rise to another discussion as to the needs of the light house service.

Said Mr. Randall: "The lake which the congressman from Illinois represents is the best lighted piece of water in the world." To which Mr. Adams replied that even if it was it ought to be because the amount of commerce on it was greater and the danger of shipwreck was greater, and then he pointed out how on the northern lakes they had put in several additional light houses, a thing itself very popular, but congress would not appropriate money enough to run them. It was finally agreed that the sum should be increased to $335,000, so that the persisting and convincing north side congressman secured $35,000 of the asked for $100,000.

RULES OF THE ROAD.

ERIE, PA. February 3.

To the Editor of the Marine Record.

There is to me a seeming ambiguousness about the "rules of the road at sea," applicable to the navigation of the waters of the north and northwest lakes, and some time I apprehend a case must arise that will tax the ability of lawyers and judges in admiralty.

We have under section 4233 of the revised statues, rules applicable to the waters of the United States, and under the revised in ernational regulations, the rule of the road governing vessels outside of the territorial waters of the United States. The first code is applicable to Lake Michigan as a whole, to Lakes Erie, Huron, Superior and Ontario in part. And the same may be said of the rivers, as some disagreement exists between the two codes; in case of collision occuring, the position of the ships at the time would of necessity have to be considered.

Article XIX is obligatory in United States waters, and optional in waters outside of the jurisdiction of the United States.

Judge Addison Brown, in a letter addressed November 24th, 1886, to the commissioner of navigation, James Patton, Esq., said: "All agree that it is utterly impracticable to apply two conflicting rules of navigation to a single ocean voyage, such as on the lakes or up the rivers away from the sea-board." No other maritime nation adopting the revised regulations has made such an exception, and I opine it is time to amend the same. No burthen will be imposed by doing so, and much litigation may be prevented.

FORE AND AFT.

The steamer Cummings has been sold to Frankfort parties. She will run on Travers Bay this season.

The steamer St. Maries owned by Endress & Webster of Sault ste. Marie, is being completely rebuilt at Manitowoc, Wis., by Larson the shipbuilder.

A party of men crossed the straits on the ice from Bois Blanc Island to Cheboygan Monday afoot. This makes the crossing five weeks later than last year.

A "monster vessel" is now being built in Hamburg for the purpose of making a tour of the world as a floating exhibition of German goods. A large sum is being invested in the vessel, which is to be called the "Kaiser Wilhelm."

It is reported that the Fairfield Shipbuilding Co., England, have contracted to build three paddle steamers of 1,500 tons each, to ply between Dover and Boulogne. The special featnres of the contract are that a speed of twenty-six miles an hour is to be guaranteed, and that the vessels are to be delivered by the first of June.

An Englishman says freight, especially machinery, is handled carelessly on English ships; he adds: I have recently seen a cargo of large cast-iron water pipes delivered, of which 55 per cent were fractured, and on complaint being made of bad stowage, the captain and owners simply produced the bill, stating "no responsibility for castings."

A sea captain on trial in San Francisco for cruelty said it was highly necessary to good discipline to knock a sailor down with a belaying pin now and then. Severe measures must necessarily be resorted to at times to preserve order, but this nautical Bill Sykes should remember that belaying pins are sometimes worse than shot guns.

Platt B. Viele of Rochester, N. Y., has just completed an apparatus for stopping leaks in vessels. It consists of a framework of steel bars on which heavy canvass is stretched. The rig is designed to be let down over the side of a vessel when a hole has been stove in her. The inventer claims that the ocean steamer Oregon might have been saved by his appartus.

THE American shipping and industrial league has concluded its annual meeting. A general discussion, in which General Wheeler, John F. Henrick, Captain Webb, and W. W. Bates participated, and the American consular service and its bearing upon the merchant marine, took place during the day's session, after which a public meeting was held in G. A. R. hall. General Wheeler presided. Representatives Thomas, Farquhar, Monroe, Boutelle, and Spinola, and ex-congressman Ellis, of Louisana, delivered addresses. Subsidies or bounties to American built ships were advocated by each and all, and the French bounty scheme which pays an allowance of twenty cents per ton for every thousand miles, was strongly urged, as being the most feasible means for the revival of our merchant marine. An appeal will be made by the league to every board of trade chamber of commerce throughout the country in furtherance of this propositon.

Capt. James Davidson of Bay City has sold the steamer he launched last November to George G. Hadley, George Ketchum and Capt. Charles Hubbard of Toledo for $150,000. She is 315 feet over all, 41 feet in beam and 21 feet in depth. Her measurement is 2,106 tons, and it is expected that she will carry 100,000 bushels of corn. Her engines are triple expansion. She will be named the G. G Hadley.

FOR SALE.

BARGE B. M. BAKER for sale cheap for cash, or will exchange for real estate. This is a bargain.
J. W. WESTCOTT, Detroit, Mich.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICAL PAPER.

A STANDARD METALLIC PACKING.

L. Katzenstein & Co., 357 West street, New York, have lately furnished their metallic packing for two new steamers building by the Fairfield Shipbuilding and Engine Co., Glasgow, for triple expansion engine; also to Laird Bros., Birkenhead, England, for two steamers; also metallic packing to the Vulcan, Stettin, Germany. These latter shipments are for the new steamers building for the Hamburg American Packet Co. They also furnished the Harlan & Hollingsworth Co., Wilmington, Del., metallic packing for the new Merchants' and Miners' line steamers, triple expansion engines; also to Pusey, Jones & Co., Wilmington, Del.; Wm. Cramp & Sons, Philadelphia, Pa., for steamboat Connecticut; W. A. Fletcher & Co., New York city, for three new engines; the Puritan, and also to the Morgan Iron Works, and the new Standard Oil Co. tug Astra; also the King Iron Works, Buffalo, N. Y., packing for four new engines, and the same for the new oil tank steamers Ocean, Chester, and Charlois; the new steamer of the Atlas steamship line, Adirondack, White Star line, Cufic, the Beaver line steamers Lake Huron, Lake Winnipeg, Lake Ontario, and considerable packing for the Hamburg American Packet Co., and North German Lloyd steomers, Anchor line, National line, Cunard Steamship Co., Inman and Red Star lines. They have fitted new metallic packing for a great number of tug boat engines, and have had several orders from San Francisco, Cal., and coast shipping; for example, Ward's line, Ocean Steamship line, Mallory's line, etc. They furnish metallic packing for a good many stationary engines and electric light plants and refrigerating machines. The Southwark Foundry Machine Co., Philadelphia, Pa.; Hewes & Phillips, Newark, N. J.; E. P. Allis & Co., Reliance Works, Milwaukee, Wis.; C. H. Delamater & Co., and a number of other builders, use this packing. During the past three months they have made more than one hundred sets of flexible metallic packing for slip joints, and sent numbers of them to Europe, and to steamers of the Inman Line, 'City of New York' and 'City of Paris.'

They have considerable orders on hand and good prospects for the future. We have only mentioned a few of their contracts, but we think this will do for the present.

MONTREAL HARBOR IMPROVEMENTS.

The city has undertaken an immense scheme of harbor improvement at an outlay of $4,000,000. It will give four miles of wharfage and a still water basin of six square miles. A pier is to be built in the middle of the river extending to the Victoria bridge, which will be used to form a basin and for handling heavy freight as well as to protect the shore wharves from the encroachment of the ice. The street running along the river front is to be widened and the wharves are to be raised to the same level. Steamers will then have their decks level with the wharf, instead of as at present, where their cargoes have to be raised from the hold and then lowered to the landing. A permanent dike will be erected to prevent floods, and it will be pierced with drain ways, which will be guarded with immense iron grates. There will be ample space outside for lines of railway, which will connect with the Grand Trunk and Canadian Pacific systems. At present the sheds erected by the Allan, Dominion, and other steamship companies have to be removed each fall, but when the wharves are raised permanent structures will be erected. The cost will be borne by the harbor commissioners and the city, and the scheme will be submitted to popular vote when the details are arranged. The scheme has the support of eminent engineers and in conjunction with the recent deepening of the channel from Montreal to the Gulf of St. Lawrence to a uniform depth of twenty-seven feet, it will be a great stimulus to navigation. For years it has been the ambition of the Canadian Pacific railway to obtain an entrance into the heart of the city on the West Side. Formerly trains departed from Dalhousie Square, in the French end of the city, and the company was at a great disadvantage in competing for passenger traffic. By recent legislation land was obtained and a fine station was erected in the center of the city at a cost, including the approaches, of $1,000,000. The first train entered the new station Saturday, and on Monday the trains belonging to the Atlantic and Ontario divisions will depart from that point. The Winnipeg, Ottawa, and Quebec trains will continue to arrive at Dalhousie Square for the present. The Grand Trunk station is only one block from the new station, and a new element will be added to competition. The city used every inducement to have the two companies build a union station, but the relations between the two companies prevented.

Around the Lakes Continued from 1st Page

DETROIT, MICH.

Captain Fred Har will stay on shore and look after the interests of J. Emory Owen's fine fleet next season. We may here remark that a practical ruling as to details is always beneficial to the ownership of each and every enterprise.

The Dry Dock Sheet Metal Works, and the Yoe Manufacturing Company, have consolidated their business interests and will trade under the name of the Detroit Steel Metal and Brass Works. The building recently erected for this firm, corner of Orleans and Guion streets, is now occupied in addition to this former plant. We predict a large volume of business for this enterprising firm under its present efficient management.

The Peninsular bridge company has been duly incorporated in the state of Michigan. Its object is the construction of a low winter bridge over Detroit river for the accommodation of railroad traffic. It is learned from undeniable authority that among its incorporators are Capt. J. W. Millen, John Pridgeon, Alexander McVittie and F. E. Kirby, all of Detroit and prominently connected with the great vessel interests which would suffer much embarasement from the bridging of that river. Capt. Millen is of the firm of Parker & Millen, vessel agents and owners; Mr. Pridgeon has owned many vessels in his time, and still is interested in several. Messrs. McVitte and Kirby are leading officials of the Detroit Drydock company. All of these gentlemen are in agreeable financial circumstances, brought about by their identification with the lake trade. Vessel men generally are making a determined fight against the construction of any bridge over Detroit river, but it is plain that still more persistent efforts are being made in favor of such a bridge. It is interrsting to consider how much more support from lake men the project will require in order to go through.

Candler Bros. of Detroit have sold the steamer Chauncy Hurlburt to Sandusky people for $40,000.

PORT HURON, MICH.

Special to the Marine Record.

Captain Thomas Currie, of this city, has purchased the sunken schooner John T. Mott. She is loaded with coal and Captain Currie intends to raise her as soon as navigation will permit.

Henry McMoran, of this city, has purchased the steam barge Mary for $5,500. He will make a first class wrecker out of her.

Mr. Lynn, the marine reporter, will put a big Worthington fire pump on his tug, the George R. Hand, in case of fire at the elevators and lumber yards. The Hand will be a very useful boat.

The river steamer Mary is making daily trips from Marine City and this port. There is no ice running in the river.

P. H. Fleming, the hustling vessel agent of Chicago, will visit this city on his return from the east. Captain Fitch and Mr. Fleming will make a great team for the vessel business.

The work on the schooner Dobbins and the tug George R. Hand is getting along fast, and they will come out of Dunford & Alverson's dock as good as new.

It is reported that Mr. Bostford has purchased the freight steamers John C. Gault, Russel Sage, and A. L. Hopkins from Toledo parties.

The Canadian government will have their new ranga lights on Stag Island finished before navigation opens. They will also continue work to dredge out the middle ground, just below Point Edwards, as soon as navigation will permit the dredge to work.

Eber Ward, the vessel owner, was in the city, on business, yesterday.

Captain Lon Cox will command the Tom Adams next season.

Captain John McArter, of the Hiawatha, will leave for Chicago next week, to load the Minnehaha.

The barge T. H. Orton is lying in Sarnia Bay full of water.

The tug Sweepstakes has finished her repairs at the Wolverine dry dock. The steam barge Westford will go into the same dock for large repairs.

The Phœnix Iron Works are putting a new bed plate into the steambarge George L. Colwell.

Captain Dave Clarey is in this city looking after the repairs on the Westford.

TOLEDO, OHIO.

Special to the Marine Record.

L. S. Sullivan and Captain George H. Breyman have bought from the T. S. & T. Co., the large and powerful tug, Roy for $9,000. She is 20 by 24, and will be used here to do the Lake Huron towing.

L. T. Sullivan. George H. Breyman, and Captain E. Winchester have bought from Albrecht & Bamer of Manitowoc, the schooner C. C. Banner, for $18,000. She is now laid up at Chicago, and will be commanded by Captain Winchister the coming season.

Captain Inman, of Detroit, was here to-day on his way home from Jacksonville, Florida.

Captain Kelley, of Bay City has bough from the T. S. & T. Co., the barque Katie Brainard for $10,000. She will be in the Prentice tow next season.

Captain Ed McNalley, formerly of the steamer Chief Justice Waite, will sail the steamer Pearl the coming season.

Captain D. H. Mallory, formerly of the steamer Wm. Edwards, will sail the new steamship George G. Hudley.

Captain H. Donaldson, of Maumee City, has been appointed master of the steamer Monnahanset, and Wm. Decher as chief engineer, for the coming season.

Captain D. H. McAllister, of schooner Hattie Weller, who has been sick at his home at Walbridge, Ohio, is recovering slowly. S.

ST. CLAIR, MICH.

Captain Henry Leisk, of the propeller Simon Langell, is to be succeeded by Captain John E Cornwall. Captain A. Fitts leaves the propeller Monohansett to take command of the new steamer to be run from Toledo to Perrysburgh. Captain Stewart, who was in the Middlesex, goes to the Idlewild. Captain George Ryan will sail the propeller Oscoda. Captain Carlton, of the schooner Columbia, expects to buy an interest in a steamer and sail her. Captain Henry Donaldson sails the Monohansett.

The name of the steamer California has been changed to E. S. Pease, in honor of her owner, at East Saginaw.

Robert Holland of St. Clair, is to build a steamer, in which Mark Hopkins, E. G. Recor and others will be interested.

Captain Frank Holland, who was obliged to give up command of the propeller Porter Chamberlain last season, on account of failing eyesight, is rapidly recovering.

MT. CLEMENS, MICH.

Special to the Marine Record.

The new tow barge Ben Harrison, built at Captain Wm. Dulac's shipyards, was successfully launched Saturnay, Januaay 26, witnessed by a large crowd of people. Dimensions: keel, 178 feet; beam, 32 feet; depth of hold, 12 feet; over all, 185 feet. She will have three spars and schooner rig; she is made of the best of oak and iron strapped. Her carrying capacity is 800,000 feet of lumber, or 1,000 tons of iron ore. The builder is Mr. Archie Stewart, of Port Huron. Lately the new barge, built by Captain Dulac, has been sold to Hollister & Co., of Tonawanda, N. Y., for $28,000. She is to be employed in the lumder trade of that company.

A new steambarge is being built for Captain John Tucker and Albert Tucker. Length of keel 97 feet, beam 22½ feet, depth of hold 5½ feet; over all 105 feet. She is made of best of oak and iron strapped. She is to be employed in the salt trade. Captain John Tucker will command her. LACROIX.

ASHTABULA HARBOR, OHIO.

Special to the Marine Record.

James P. Devney is repairing and lengthening the scow Atlantic for Captain E. Henry. He will put in an engine 12x12, and a 48 inch wheel; she will be able to propel herself through the creek. He intends to load coal on propellers while they are unloaded, and go to the assistance of any vessels or propellers that happen to go aground and lighter them off. Length over all 150 feet; breadth of beam 31 feet, with six gunwales running through the whole length; will have a hoisting machine on deck to load and unload coal, and a rail road track the whole length. He is also doing considerable repairs on the schooner Genoa, the steambarge Wheeler, and the barge Wayne, and has two tugs ready for machinery, first class in every respect, and ready to launch at any time. Length over all, 49 feet; beam, 11 feet; depth of hold, 4 feet and 6 inches. These tugs are built for stock and will be sold cheap. D.

CHEBOYGAN, MICH.

The lumbermen are encouraged at the prospects of getting out more logs than they had at first anticipated. Operations are being pushed since the snow has covered the ground, and it snows enough at intervals to make sleighing fine.

WYANDOTTE, MICH.

The composite steamer built for the Inter Ocean Transportation company and numbered 91 by her builders, will be launched today from the yards of the Detroit Dry Dock Co.

The smaller class of sailing vessel is, now almost wholly confined to Lake Ontario, and the absence of the usual supplies of lumber and grain has rendered it difficult to make ends meet. The principal trade for these craft has been coal from Oswego, Charlotte, Sodus Point and Fairhaven. Rates have held higher the last year than for some seasons previous. This was largely owing to the fact that lumber vessels did not look upon coal simply as the return cargo, but it has been the main cargo and what lumber was carried was taken at a lower rate, the coal vessels transporting it at almost any price, realizing on the coal freights back. Previously the reverse has been the general rule. Coal rates opened this year on a basis 25c per ton from Oswego, Fairhaven and Sodus Point to Toronto, went up to 30c and made a further rise to 35c, at which point they remained steady. This is 10c per ton lower than in 1887. Barley freights on Lake Ontario have been very low as a number of propellers not finding work on the upper lakes and in the trade that they are usually employed in made Toronto, a center for obtaining barley freights. Barley opened here at 1½c to Sodus Point, Oswego and Charlotte; 2c to Ogdensburg; 2¾c for Buffalo and 2¾ and 3c to Erie. Points east of Toronto are quoted ¼c higher. Later on rates advanced ¼c, and the last week in November a few loads were taken for down the lake at 3 and 3¼c per bushel, but this was just before the close of navigation.

GENERAL TRADE.

For the last few years the trade in general merchandise at this port has been on the decline. In 1886 the number of tons brought in were 17,149, and in 1887 only 14,738, a decrease of 2,411 tons. The figures for this year have not yet been made up, but will probably fall below those of last year. It is claimed, however, that up to the time of the break in the Cornwall canal imports of general merchandise, which are nearly all from Montreal, were fully up to the average. There was then nearly six weeks when none could come by boat at all, and this at a time when all the fall shipments should be arriving, so that this will make the total less than usual. Outward shipments of general freight to Montreal have been smaller than usual all year. The railways have been successful competitors with the steamboats for this trade, and seem to be gradually taking it away from them.

Shipments of barley from this port during the past season have fallen off 361,000 bushels, as compared with last year. The total exports of barley this year by water were 1,247,329 bushels and in 1887 there were 1,598,320 bushels. These figures include both this year's crop and what was shipped of last year's product. But while it is a fact that there has been less barley shipped from this port it does not necessarily follow that it has not gone out of the country. Other points of distribution offering better facilities or more advantageous terms may have taken the grain, though it is probable that most other points from which barley has been exported will not be able to show any increase in their business. Receipts at Oswego, which is the principal shipping point among numerous others, have decreased greatly this year. One reason for this is the low price offered for barley on the other side. In 1887 prices opened low and gradually went up, encouraging shippers to export their holdings, while this year barley opened high, and instead of going higher as a good many expected, went steadily down, so that there was no inducement for merchants to export barley. This state of things has, of course, been unfortunate for vesselmen, as, depriving them of work, it made their profits smaller, and the lesser quantity of barley going out of the country, with the abundance of vessel room offered, kept barley rates low.

As with barley so it is with lumber, exports of which from this port have decreased largely this year. During the month of November only one cargo of lumber, containing 166,835 feet, left here. Shipments to November, 1887, were 3,810,129 feet, 3,643,294 feet more than this season. All this year but 11,104,540 feet have been exported, against 20,157,565 feet last season, a decrease of 9,053,025 feet for 1888. These figures include shingles. The shipping of lumber by water from the northern railway dock, which was done for twelve or thirteen years back, was discontinued about a year ago. There has been a falling off in the price of lumber, consequent upon imports into New York and other points of poplar wood, which is taking the place of our clear lumber. There are considerable stocks held over accessible to the railroads which would find their outlet via Toronto, that are being held simply from the fact that they cannot realize the prices that have hitherto been ruling. Another reason for the decreased output lies in the fact that the past year was that of the presidential election, and this has interfered with business to some extent. It is not at all unlikely that our exports of lumber in 1889 will be in excess of this year, but, if so, it will probably be only because next year may be a better one for the lumber trade generally. In looking at the figures showing the decreased exports of lumber from this port, a fact that must not be overlooked is this: In past years, when Toronto has been more of a distributing centre for lumber than it is at the present time, it has to a great measure been so because it was the most convenient point. Then lumber could be procured within a radius of fifty miles of the city. Now to reach here it has to be conveyed more than three times that distance, and other points can afford better facilities and grant more advantageous terms than we are able to do. And when it does reach here the railways are such successful competitors with the vessels that they seize the lion's share of the business. All these things militate against the shipment of lumber from Toronto by water.—*The Toronto Empire.*

TRIAL TRIP OF THE VESUVIUS.

The new dynamite gun cruiser Vesuvius, built by Wm. Cramp & Sons, Philadelphia, was put to a trial test on January 11, off the Delaware breakwater, and she proved herself fully equal to the government requirement, developing a speed exceeding that of any war vessel of or above her size in the world.

The Vesuvius is 252 feet long, 26½ feet beam, 9 feet draught, with displacement of 725 tons. She has a four-cylinder triple-expansion engine, and developed 4,295 I. H. P. on her trial trip, or nearly 6 horse power to a ton of displacement, and not 17 horse power per ton, as stated to the government on her first trial trip, something we think unheard of in American naval accomplishments.

The after run of 90 miles from the breakwater to Philadelphia was easily made under low steam at a speed of 16 knots per hour, about all that could be attained in the shallow waters of the Delaware without causing a drag wave.

The speed attained by the Vesuvius has only been exceeded by the following small vessels: A twin-screw torpedo boat, built for the Italian government by Yarrow & Co., with a displacement of only 100 tons; length 140 feet, beam 14 feet, with which a trial speed of 25 knots was attained (the developed horse power not being given). The Courier, a French torpedo boat, built by Thornycroft, of about 150 tons displacement; length 147½ feet, beam 14½ feet, draught 5 feet, which in a trial trip developed 1,550 I. H. P., or 10 horse power to a ton of displacement; attained a speed of 26 knots per hour. And also a small torpedo boat for the Dutch government, for which a speed of 27 knots per hour is claimed.

The relative horse power per ton of displacement plays so important a part in the performance of all vessels propelled by steam that we give the proportions in a number of war vessels of exceptional speed, as far as known: The Watignies, a French cruiser of 1,273 tons displacement, having engines of 4,000 I. H. P., or 3.2 H. P. per ton. Just finished. Speed not yet tested.

A twin-screw naval steamer (English): length 220 feet, beam 34 feet, draught 15 feet; 1,560 tons and 3,115 I. H. P., or 1.99 H. P. per ton displacement. Speed on trial, 16.91 knots per hour.

A twin-screw naval steamer (English); length 300 feet, beam 46 feet, draught 19½ feet; 3,584 tons displacement; has developed 18,000 horse power, with the extraordinary speed of 17.8 knots per hour. Considering that the ratio shows but 1.33 I. H. P. to a ton of displacement, this is an extraordinary speed for an armored cruiser.

Although none of the new unarmored cruisers have developed a speed equal to that of most of the vessels mentioned in the above list, it is expected that most of the cruisers, both armored and unarmored, that are as yet uncompleted will attain speeds that will compare favorably with the European standard. The Vesuvius has taken a long step forward, and marks a well defined line between the slow coaches of the old navy and the long hoped for high speed vessel of the new regime. That our American engineers are capable of rising to the emergency of the case has been pretty satisfactorily demonstrated; and that our marine architects have succeeded, with so little experiment and so few failures, in producing a vessel that can compare favorably with such veteran builders of high speed vessels and torpedo boats as the Yarrows and the Thornycrofts is a matter of congratulation.

A DERELICT.

A telegram received by the hydrographer, navy department from Stornoway (in the Hebrides off the north west coast of Scotland) marks the completion of the long and erratic cruise of the derelict American schooner W. L. White, abandoned off Delaware Bay, March 13, during the great blizzard. All of her crew were rescued and the vessel, with masts and portion of her sails standing and ensign set, with union down, started off to the south east before a north west gale. Upon reaching the gulf stream she turned away to the eastward and commenced her long cruise toward Europe, directly in the track of the thousands of vessels engaged in transatlantic commerce, and now after an interval of ten months and ten days she has completed her voyage and lies stranded on the coast of Lewis Island, one of the Hebrides.

Her track, as platted on the pilot chart, is extremely interesting, illustrating, as it does, the track followed by a derelict vessel, under the combined and varying influence of the prevailing winds and currents, as well as the danger to commerce of such obstructions on the high seas, twenty-six of which are shown on the pilot chart in their latest reported positions, and every great ocean storm adds to the number.

The most notable feature about the track of the W. L. White is the remarkable zigzag course she followed in mid-ocean between latitude 44 and 51 north, longitude 33 and 44 west, from the beginning of May till the end of October.

Previous to this time she followed a course about east north east at an average rate of about thirty-two miles a day, and subsequently she moved eastward and northward 1,200 miles in eighty-four days, an average of fifteen miles a day, but during this long interval of six months she remained within this comparatively small area, drifted back and forth by the gulf stream, and the Labrador current and tossed about by the varying winds, a constant menace to transatlantic steamships three of which sighted her in a single day) and an obstruction to navigation shown on no chart except the pilot chart. During these six months alone she was reported by thirty-six vessels.

In her cruise of ten months and ten days she traversed a distance of more than 5,000 miles, was reported forty-five times, and how many more times vessels passed dangerously near her at night and in thick weather cannot even be estimated. The cruise as indicated by the very complete record in the hydrographic office is by far the most interesting on record.

VOYAGE OF YACHT OCTAVIA IN 1864.

The yacht Octavia was built by Peck and Masters, and owned by Mr. Kennard of New York city.

Following is the journal kept by Captain A. C. Goodwin, of a voyage from Cleveland to New York city.

October 19, 1864, Wednesday—At 7 p. m., left Cleveland; wind fair, W. N. W., steered N. E. by E½ E., continued on that course all night.

October 20., Thursday—At daylight made the Canada shore, ten miles below Port Stanley; found our compasses to be four points out; took one of them off the binnacle, and found a difference of near four points; supposed the attraction was occasioned by the iron tiller and iron water tank. Shaped our course for Long Point; weather continued fine all night.

October 21, Friday—At 4 a. m., came into the Welland canal; paid our toll, eight dollars in American coin. Engaged four horses from Thomas Armstrong and paid for same. Proceeded down the Allensburg, and was detained there until we took out our bowsprit. Continued on down to Thorold, tied up for the night. Had rain all night.

October 22, Saturday—Proceeded down the canal; had a fair day; at 6 p. m., tied up at St. Catherines.

October 23 Sunday—Put in our bowsprit this forenoon, and set up the head stays; had a fine day, many visitors.

October 24, Monday—At 6 a. m., proceeded on to Port Dalhousie; towed out of the lock to the rail road pier, no wind all day; received orders to wait to be towed down to Kingston by the propeller Perseverance.

October 25, Tuesday—Wind blew fresh up the lake all day; captain bought a fly from Mr. Robinson, sail maker, four dollars, and paid him two dollars for putting grummets in foot of mainsail.

October 26, Wednesday—Wind blew fresh up the lake at 10 p. m. Propeller Perseverance took us in tow, and come out bound for Kingston; wind come round to the N. W. Made sail and arrived at Kingston at 10 p. m., on Thursday.

October 27, Thursday—Propeller let go of us at 10 p. m., we came to with the big anchor in 11 fathoms, one mile above the usual anchorage; wind shifted to N. E. with heavy rain; lay in our present position all night.

October 28, Friday—Still continues to rain; blowing fresh from the N. E., all this day; hoisted our boat out. Captain went on shore and engaged the tug City of Hamilton to tow us to Dickinson's landing; payed for ticket to Montreal $45.08, stern towing. At 3 p. m., hove up and beat down to Kingston, came to, off the shipyard in eight fathoms of water; had continual rain all night.

October 29, Saturday—Left Kingston at 9 a. m., proceeded on down with the big Liverpool i company; ran close into Clayton at 6 p. m., and came to at Prescott; our boat went to Ogdensburg with some of the crew in charge of the mate, to make some purchases, and came on board at 11 p. m.

October 30, Sunday—Tug proceeded down to Dickinson's landing; arrived there at 1 p m.; layed here until next morning.

October 31, Monday—At 6 a. m. started on down the canal; arrived at lower end at 1 p. m. Captain paid six dollars, Canada currency, for teams towing six miles through canal; at 11 a. m., came in collision with a barge named Experiment; done her some damage. We kept our own side of the barge; he undertook to pass on his side, but on account of the wind blowing on to the tow path, he did not get over in time for us to clear him; we came in collision and he sustained some injury to his cabin; every thing was done to avoid coming in contact with each other by both parties

November 1, Tuesday—At 4 p. m., the tug Gildersleave took us, and one barge in tow, and proceeded on down Lake St. Francis 41 miles; at 10 a. m., came into the Bucanors canal; wind blowing hard from N. W. at 4 p. m., came to foot of canal; paid twelve dollars, Canada currency, to two teams towing twelve miles; made for the night; very cold; water frozen on deck this night

November 2, Wednesday—At 7 a. m., the tug Charles Napier came up; at 9 a m., made up her tow and proceeded down Lake St. Lois. Wind north; very cold; at noon came into the Lachene canal; engaged four horses at eight dollars Canada currency, to Montreal; arrived at Montreal at 5 p. m.

November 3, Thursday—Tacked down into the harbor; paid toll thirteen dollars eighty-eight cents; engaged all this night in registering the yacht under the British flag.

November 4, Friday—Received orders to go into drydock, and fill up the space between stern and rudder; had stormy day, got into dock at noon, weather bad; could not work.

November 5, Saturday—Carpenters worked all day; came out at 7 p. m.

November 6, Sunday—Hauled down to the basins; was aground all the way to the locks; made fast for balance of day; being Sunday could not tack down

November 7, Monday—Came down into the harbor; paid three dollars forty-eight cents, Canada currency, tolls, additional to what we had already paid, dropped down to a pier, where we lay taking on pig iron; had to take out lumber on deck in order to get the pig iron underneath in the hold; hired eleven extra men; worked all day until 10 p. m.

November 8, Tuesday—Continued work at the iron; got ready for sea; put on board 5½ cords of wood; carpenters put in twelve plugs in place of the lights in the sides; at 6 p. m. was all ready; no tug boat and had to wait until next day.

November 9, Wednesdey—Thick fog with rain; the tug which left on Monday night had to lay over at Sorrell; at 1 p. m. the Rambler took us in tow and proceeded down the river four miles; we came to in 7 fathoms; the tug went back to Montreal for the barque Woodland, and she came to near us; tug went back for the barque Chandais which made up the tow. At 6 p. m., had a very heavy rainstorm, wind S. W; been raining all day, is now shut in thick; laid to an anchor all night.

November 10. Thursday—At 8 a. m hove up and proceeded down the river; wind west and blowing a fine breeze; tug could not get hawsers out of water; fine clear day. At noon we set our fore topsail; at 2 p. m., took a reef in our topsail; at 6½ p. m., came to at Bessoit, 21 miles below Twinsriver; fine moonlight night, blowing too hard to run in the night.

November 11, Friday—At 7 a. m., the tug got us under way, then left us to pick up the two barques; we made all sail and proceeded down the river; had a fine breeze; our compasses differed three points: can place no dependence upon them; intend to have them examined at 2 p. m. At 11 a. m. the steamship Hibernia passed us bound for Liverpool; at Quebec captain went on shore with Montreal pilot and gave him an order on Mr. Chapman for $20; engaged a pilot for Bie. We had already paid the pilotage at the custom house at Montreal, $29,92, and had our receipt, but the board of Quebec pilots would not take us until we had paid $10, in addition, as after the 10th of November, they charge one dollar per foot more than summer prices; gave them an order on Mr. Chapman; captain took both compasses on shore, had them examined and magnetized; also had the chronometers changed to Greenwich time, paid three dollars to the watchmaker; bought a chart of Gasp Bay, 60; at 10 p. m., the tug St. Andrews took us in tow and proceeded down the river St. Lawrence; made single reef in fore top sail, wind W. fine breeze all night.

November 12, Saturday—Wind continued fair; kept up with tug; all she could do to keep ahead of us; had to haul up the square sail to keep from running into her; at noon passed a barque under all sail bound out; we had only the topsail set; weather fine and clear but very cold; saw snow on the mountains; shifted the binnacle four feet forward; since leaving Quebec at 4 p. m., the steamer came alongside and took the pilot off; captain signed an order for towing from Montreal to Bic, $400; at 5 p. m., Bic light bore S. by W, distant three miles; wind west blowing fresh; steered E¾ N.; at 7 p. m., was abreast Farther point; at 8 p. m., was abreast of Mt Camille; allowed her 23 miles these four hours; from 8 p. m.: to 10, allowed her 18 miles; wind increasing; from 10 to 12 p. m., ran 18 miles; 12 p m., weather fine and clear; moonlight; distance ran up to midnight 60 miles; a two mile current in our favor up to this time, making 74 miles.

November 14, Monday—At 1 a. m., was steering S. for Prince Edwards Island; wind due N. moonlight nigh; 4 . m., wind continued the same with slight snow squalls; allowed her to have made 31 miles at noon considerad we were 72 miles from Cape Rosie; at 2 p. m.; wind unsteady, varying from E. N. E. to N. E.; took in light sails. At 7 p. m, made the Magdalen Islands; they bore E by S. distant 14 miles; saw a large barque heading the same way with us; we were then steering S. by E½ E. Wind N. N E. This is up to 12 midnight.

November 15, Tuesday—At 2 a. m., made the land direct ahead; hauled up for East Cape; soon had smooth weather; at 3 a m., made the land to windward inside of East Cape; at 5 a. m. made Cape George light; kept her up close to it, then bore away for the Gut of Canso; at 9 a. m., came into the Gut of Canso; wind north, fine breeze, yacht making three miles per hour; ran through the Gut, did not stop; saw several brigs and ships lying at anchor, bound north, at the several anchorages; passed Eddy's point at 2 p. m.; weather squally with wind N. W. course S. E.; at 4 p. m., Cranberg Island light house bore N. distance 5 miles. From here I take my departure at 4 30; had a heavy snow squall N. W.; took in the light sails and put a reef in the top sail; at 5 p. m., shook out reef; at 6 p. m., White Haven light bore N; distance 4 miles; at 7. p. m., set the light sails again.

November 15, Tuesday—Weather fine; wind N. W.; clear moonlight night; from 11 to 1 p. m. calm; saw schooner in shore from us.

November 16, Wednesday—At 1 p m a light breeze from S. E.; cloudy; distance from land five miles; at 3 a. m took in the top gallant sail; hauled her up S. S. W.; wind increasing; took a reef in the topsail; at 7. a. m. tried to stay the yacht but would not stay in the heavy seas, so had to wear her; bore up for a harbor steering N. E Supposed ourselves sixty miles to westward of Case light; at 8 a. m. saw a vessel running the same course; at 9½ made the land, which proved to be Wedge Island; at noon came to anchor in Big Hiscom harbor and found a revenue cutter and some coasters lying at anchor, which ran in for shelter; bad weather, with heavy snow squalls; very cold; came to in five fathoms; perfectly secure from all wind; winds during that day changed from S. E to N. W.

November 17, Thursday—Winds N. W. by W. At 8 a. m. came out of harbor; wind N. W.; fine clear morning; had a sharp frost during the night; fell in with several schooners; spoke one bound to Halifax; he went inside of all the reefs and islands; at 11 a m. made Beaver Island; at 1 p m. were abreast of the light house; it was a square building, painted white, with two black balls on the gable towards the sea; it bore due west distant three miles; at 3 p. m a fishing vessel came alongside and we bought eight codfish; at 4 p m. supposed ourselves to be fifteen miles westward of Beaver Island; at 7 p m. tacked ship and stood out to sea, heading S. S. E; wind light from S W.; at 10 p m wind and sea increasing; took in the top gallant sail and gaff top sail; at 12 p m tacked the ship and stood to the westward, hsading W. by N

November 18, Friday—Winds S. W. At 1;30 wind increasing; took a reef in the top sail; heavy sea making; saw a schooner to lee bearing north from us at 6 p m; he kept away; at 7;30 a m. bore up and followed him, knowing from his movements that he had made the land; the yacht labored and bowled heavily; found that our course was varying; concluded to make a harbor; set our jack to let him know we wanted to follow him; he then took in his main-sail and we came up with him fast; the weather set in thick and blew a gale; rain; as much as we could to keep him in sight, although close to him; had to take in the mainsail and topsail, and running under our staysail we had to make his mainsail to keep ahead of us; at 10 a. m we came into Gedore harbor; came to in ten fathoms; found fifteen schooners to an anchor who ran in for shelter: the wind and rain continued until 4 p. m when it moderated some; at 5 p m. we tripped our anchor, and dropped to clear berth, as when we came to we found that we were too near the next vessel to swing with safety; paid out chain and made all snug for the night.

November 19, Saturday—Wind, west. Layed to an ancho; crew employed in scraping the topmast and repairing the rigging; wind varying from W. to S W; at 1 p. m. crew went ashore; employed in filling up fresh water from the shore on east side of the harbo; more vessels came in this day; at 5 p m. saw a propeller heading to the west; supposed to be the Merritt, bound for Halifax.

[CONCLUDED ON PAGE 7.]

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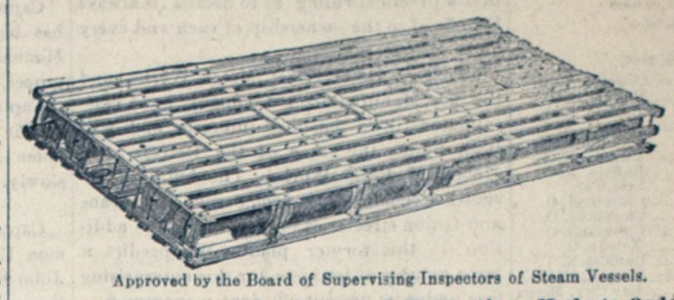

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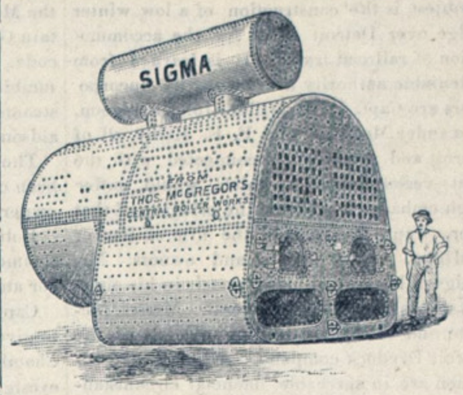

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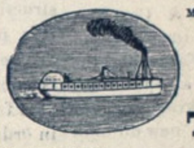
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VOYAGE OF YACHT OCTAVIA IN 1864.

[CONTINUED FROM PAGE 6.]

November 20, Sunday—A light breeze sprung up from the N. W and several of the fishermen made sail and went out; we made our mainsail and hove in some chains; filled up all our water caske this day; at 8 the wind all died away; some of the schooners came to again, others continued to beat out but were in sight all day becalmed; wind very light from the S. W.; stored all of our canvas and at 4 p m. furled the sails; at 8 p m. the wind shifted to the S E., blew fresh all night; laid there all night.

November 21, Monday—Wind E. N E At 8 a. m got under way and came out of Gedore; wind easterly; got clear of the headlands and steered W. by S. for Halifax; at 10 a. m. the wind hauled to the S. S E. with rain; sea making heavy; at noon came into Halifax aud let go our anchor in 14 fathoms; at 2 p. m the wind hauled to S. W. and blew a gale; several of the vessels let go their second anchors; we pai t out 35 fathoms of chain and rode it out; at 3 p m. the captain went on shore and telegraphed to New York.

November 22, Tuesday—Blew a g le from the S. W ; at 8 a. m. the captain went on shore to make arrangements for more ballast, as we had not sufficient ballast for safety to go to sea; continued to blow a gale all this day with thick fog; several vessels came into harbor, most of them having sustained more or less damage to their sails and spars.

November 23, Wednesday—Wind west. Captain went on shore to make arrangements for ballast; too much sea to work alongside; loosed some of the sails to dry; at 5 p. m. the propeller Merritt came in; she had been out in the gale and had sustained considerable damage; lost her boat, kitchen wheelhouse, and was in distress; had some three feet of water in her hold. also lost from twenty-five to thirty horses, and the remainder were in a bad condition; at sunset the wind moderated; had a sharp white frost this night; no wind

Novmeber 24, Thursday—At daylight had the wind N. W ; cold weather; the Merritt landed all of her horses this day; many of them died after landing; captain went on shore and made arrangements with Messrs. Campbell to supply us with ballast; drew on them for funds to pay harbor dues, light money; no ballast this day but promised to be alongside in the morning at 8 o'clock.

November 25, Friday—At daylight the steamship Asia came in from Liverpool; fine day; wind N. W light; at 9 a. m. the ballast lighter came alongside with twenty-six tons of stone; all han s employed taking it in; had it on board at noon; captain went on shore and bought a chart of the coast from Halifax to New York. At 1 p m crew employed in setting up the fore rigging; got six inches of the standing rigging; weather too cold to do justice to it; in the afternoon took in eighteen tons more stone from another lighter; had no wind this afternoon; this makes the fourth day in Halifax and the first day we have had any weather to do anything.

November 26, Saturday—At daylight foggy; very light breeze from the southward; at 10 a. m. we were all ready for sea; had no wind all day; cleared from the custom house; paid $4.10 light dues; at noon the pilot came on board; the wind ahead all this day; not enough to beat out of the harbor.

November 27, Sunday—Calm all day; several small fishermen got underway but did not make much headway; all came to anchor at the turn of the tide; at 1 p. m took the boat and went on board of the Britiah frigate Galatea; the officers and crew tr ated us with the greatest respect; a quartermaster showed us every part of the ship; she is considered one of the finest in the English service, and is commanded by Captain McGuire.

November 28, Monday—At 5 a. m. the wind sprung up from the N. E.; made sail and came out of the harbor; wind light; at 9 a. m. the pilot left us and we proceeded out to sea; paid the pilot $2 extra for two days he had been on board; gave him an order on McLone Bros., for $12 his regular dues; paid him $4 to pay telegram to New York. this was paid by Mr. Mason, making $6 paid the pilot by him. At noon Sambro light bore N. E. by N. distance ten miles At 5 p. m Crops Island light bore N.; wind E. N. E., at 6 p. m. light N. W. distance 10 miles; from 10 to 12 very light wind S. S. E.; at 12 p. m. saw a light bearing N. W. distance fifeen miles; could not see it from the deck; distance per log from Sambro Island fifty miles; at 12 wind W. S. W., course S. ½ W.

November 29, Tuesday—At 1 a. m. wind W. S. W.; from 12 to 4 a. m. made thirteen miles; course S. ½ E. all sail set close hauled on the wind; at 4 a. m. took the topgallant sail; heading W. by the cabin compass, allowing ½ point leeway, making the true course W. ¼ N.; at noon making distance per log fifty-two and one half miles. At 1 p. m. rain. Wind S. S. W. At 5 p. m. rain and fog; took in the topgallant sail and gaffed top sail, from 12 to 7 p. m. course west; distance per log thirty-nine miles; at 8 a. m. took in the jib and put one reef in the topsail; very thick weather, heavy sea, and not much wind; at 7 a. m. wind S. W. by S.; from 7 to 9 course S. E. ½ S.; from 10 to 12 S. by W.; 12 p. m. distance twenty miles.

November 30 Wednesday—At 1 a. m. wind west; course S. S. W.; not making much headway; wind light; very thick fog; at 5 course S. W.; at 7 made all sail again; fog cleared up some; wind W. S. W.; at 11 a. m. steering W. S. W.; wind N. W.; time made thirty-six miles; Captain got an ob-ervation, but not a good one; too foggy to be depended upon; made her to be latitude 42° 9'.

* * * * * * * *

The Octavia finally arrived in New York on January 8, after a passage of eighty-one days. CAPTAIN A. C. GOODWIN.

Captain Dulac's new steamer, which he is building at Mt. Clemens for the Tonawanda Line, is to be called the Benjaman Harrison.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. And sufferer from this dreadful disease sending a self addressed stamped envelope to drofessre S. A. Lawrence, 212 East 9th st., New York will receive the receipt free of charge.

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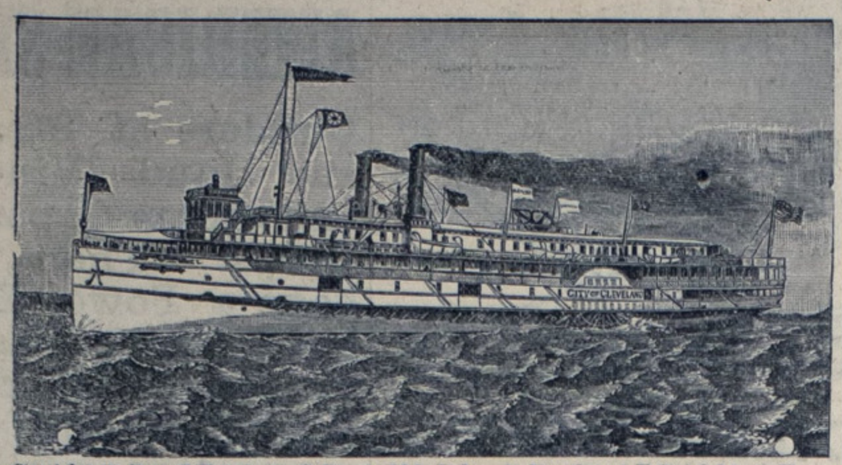

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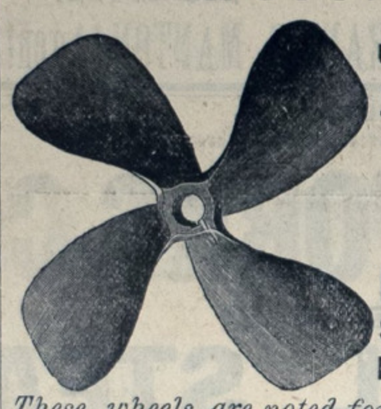

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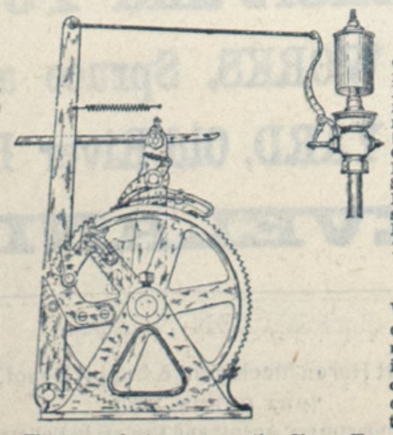

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This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN. R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND' HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. HANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the "Ghase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and wo . recommend it or similar device to owners of steam . ls as an additional safeguard to navi to.

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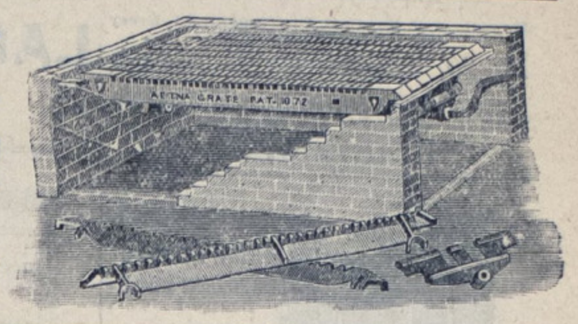

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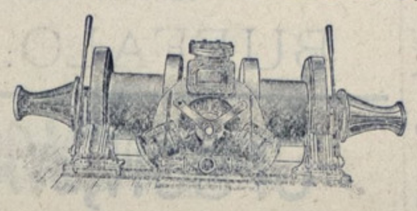

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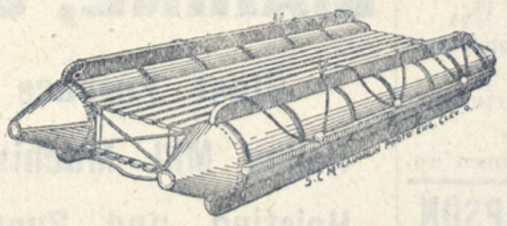

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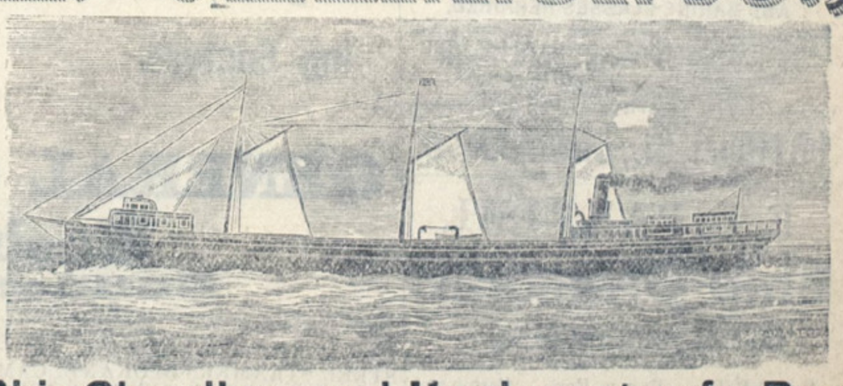

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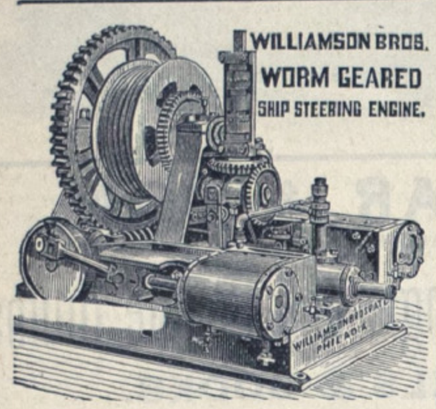

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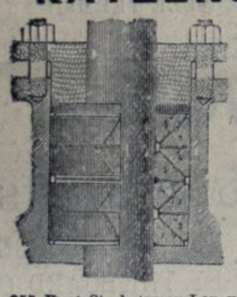

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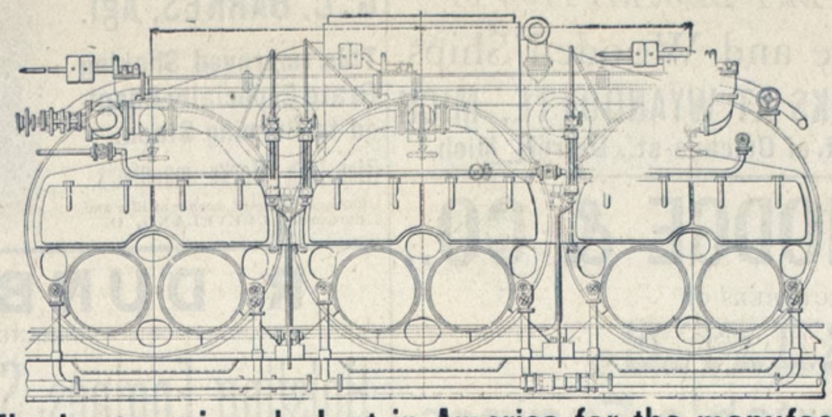

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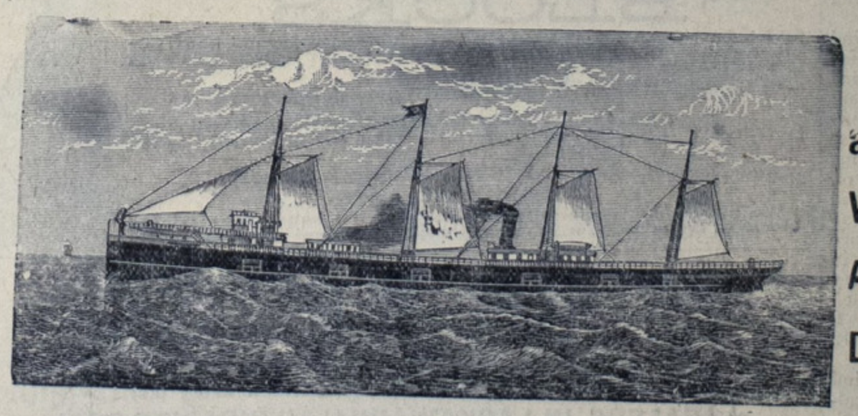

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